

MOORE HOME FROM COAST

Tells of Berkeley School For the Deaf and Blind

ARIZONA HONORED BY N. E. A.

Attended a Meeting of University Regents in Tucson on the Way Home—Effective Policies of the New President.

Kirk T. Moore has returned from his visit to San Francisco and Berkeley, coming home via Tucson where on Saturday he attended a meeting of the board of regents of the university. Mr. Moore who is territorial superintendent of public instruction, went to the coast recently, to inquire into the conditions obtaining in the state institution for the deaf and blind in Berkeley, at which Arizona is paying the tuition of five Arizona children. He went to the annual meeting of the National Educational association, and privately he went to have as much of a good time as possible, also. He says that he accomplished all these objects quite satisfactorily.

At Berkeley he found the school for

the deaf and blind under an investigation by a committee with Governor Hiram Johnson presiding. Complaints had been filed by certain members of the faculty. The investigation had not progressed far enough when Mr. Moore left, to indicate whether the charges were well founded or not. In company with President Matthews of the Tempe normal, Mr. Moore attended some of the sessions of the investigating committee. Many of the alumni of the school were present being drawn by curiosity and the progress of events was imparted to them through the sign language by former Director Wilkinson and Prof. Caldwell of the present faculty of the school. As fast as a witness testified these gentlemen would repeat his words in the sign language and by close attention they were able to keep up with the proceedings, talking about as fast on their fingers as the witnesses and their interrogators did with their mouths. Judging by the expressions on the faces of the alumni, their sympathies were with the institution, or the faculty under investigation.

The visitors were shown all over the school plant which is fully equipped and seemed to be in fine condition. The grounds are beautifully laid out and cared for and overlook the Golden Gate. The buildings are likewise convenient, comfortable and attractive. Mr. Moore met several members of the faculty and they appeared to him as being decidedly fine people, capable, courteous and hospitable. It is the vacation season at the school so none of the present students were there and the Arizona students were all at home on their vacations. It is probable the Arizona children will be sent back to the school for another year, but that cannot be decided until after the directors of the school have held another meeting.

Speaking of the teachers' convention Mr. Moore said that about fifty Arizona teachers registered at headquarters in the Palace hotel. Among them were A. J. Matthews, president of the Tempe normal; C. F. Philbrook, superintendent of the Bisbee schools; H. M. Greenwood, principal of the Yuma schools; and John C. Campbell, principal of the Wilcox schools.

Arizona was honored in more ways than one by the convention. Prof.

Matthews was elected director of the association for Arizona and was also elected vice president of the normal school section of the convention. Prof. Philbrook of Bisbee was elected third vice president of the N. E. A. All are positions of responsibility and importance. Mr. Moore says that to these two gentlemen is due most of the credit for the introduction and passage of the statehood resolution by the association, which was published in full in these columns a few days ago.

Mr. Moore had not planned to attend the meeting of the board of regents of the university last Saturday, in Tucson, but received a message that he was needed to complete a quorum so he hastened on to the university city before coming home. This is the vacation season in Tucson as well as other places and several of the regents were not able to attend. One of them, Capt. J. H. Greenway is now enroute to Europe. Mr. Moore says that the preliminary work of Dr. Wilde, the new president of the university, is already bearing fruit and it is believed his policies will develop a prosperity such as the institution never before experienced. Much is being done for the betterment of the school, not only in point of curriculum but in the school plant and in widening the influence of the university.

One new project is the beginning of practical work in the study of dry farming in Yavapai county. The Santa Fe railroad company has pledged the university a gift of \$1,000 per year for two years, the city of Prescott a like amount and the university hopes to secure \$250 per annum for two years through the board of control for practical experimenting. The city of Prescott, through the chamber of commerce, at a recent banquet held in Prescott, also donated to the university a pair of iron gates to be erected at the entrance of the boulevard to the university campus.

ARIZONA LODGE NO. 2 F. and A. M. will confer the Third Degree tonight, at 8 o'clock. There will be a "Banquet" from Tempe and a "Crowd" from Mesa.

C. W. WARTMAN, Master.

FURTHER CONTINUANCE OF THE SUTTON INQUEST

Other Testimony Wanted as to Condition of Wires On City Hall.

The inquest on the death of Harry Sutton, who was electrocuted while at work on the roof of the city hall last Saturday, was resumed by Colonel Johnstone yesterday afternoon and late in the day was continued until 10 o'clock this morning to give the Pacific Gas and Electric company an opportunity to bring in other witnesses as to

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the condition of the wires on the building.

There was testimony as to the finding of the body in which was repeated briefly the story already published of the death of Sutton. Expert witnesses were Messrs. McClarty and Hornberger, electrical engineers. McClarty was also present at the time of the discovery of the body.

The witnesses testified that the insulation on the wire which killed Sutton was worn near the point of contact, a condition to which the recent storms had perhaps contributed.

On account of the character of the proceedings which might possibly result in the fixing of responsibility for the death of Sutton, Assistant District Attorney Lyman was present. The interests of the Pacific Gas and Electric company were also represented by attorneys.

PERSONAL MENTION

The following arrivals registered yesterday at the Phoenix hotels:

At the Hotel Ford—John J. Fox, St. Louis; L. M. White, Los Angeles; Rev. M. J. Grable, Salem, O.; J. R. Malady, Anderson, Ind.; T. R. Hunt, Vicksburg; George N. Perwin, Los Angeles; N. R. Luffy, Ray; Mrs. S. E. Hurd, Ray.

At the Adams Annex—E. J. Franklin, Hayden; E. M. Smith, Hayden; S. E. Graves, Globe; Miss E. Hull, Seattle; J. D. Argus, Boston; Colonel Baker, Portland; S. A. Gordinian, Peoria; George L. Burgess, Pea Vine; E. Roseburg, New York; Fay Willett, Tucson; Ray Grief, New York.

At the Stag—G. E. Parker, Los Angeles; W. A. Stewart, City. At the Commercial—P. Murphy, Swansea; M. N. Yesberg, Los Angeles; W. H. Colby, Prescott; A. J. Carney, Winkelman; E. L. Maddox, Prescott; Dave Houser, St. Joe; J. B. Morris, New York; H. C. Ward, City; J. W. Francis, Flagstaff; Joseph Tooten, Flagstaff; J. S. Lavin, City; N. C. Campbell, Sacaton; George F. Cooke, Palo Verde.

Stings or bites of insects that are followed by swellings, pain or itching should be treated promptly as they are poisonous. BALLARD'S SNOW LINIMENT counteracts the poison. It is both antiseptic and healing. Price 25c, 50c and \$1.00 per bottle. Sold by Elvey & Hulett.

— WHO WILL GET IT? —
Silk dress and crown to be awarded to the lady getting the highest number of votes as queen of the jubilee. Entire costume on display in west window of Western Outfitting Co. A small diamond brooch. Ladies get in line—as this dress and crown are worth trying for. Dress will be altered to fit.

— WHO WILL GET IT? —
All that is needed for the clock Golf now is a few players, a ball, and a few golf sticks. Everything else has been done.

IRON SPRINGS

Rev. J. R. Jenkins, of St. Luke's church, Prescott, held services in the Pavilion at 4 o'clock Sunday afternoon. He took at his theme the subject, "Never a man spoke as this man," from John and his sermon was very good.

Sam Morse, who has been visiting the Marshalls, returned home Sunday.

Staten Dorris arrived Saturday to spend the week-end with the family. He returned to his home and work Monday morning.

Mr. and Mrs. I. J. Johnson spent Saturday shopping in Prescott.

Miss Georgia Bailey is spending a few days with the McNeil family. She came Saturday, from the north.

Mrs. Owen Galbraith, of Topeka, Kansas, is here visiting Mrs. A. G. Hulett, having arrived Saturday. Mrs. Galbraith will be here for a couple of weeks, after which she will go on to Los Angeles, San Francisco and other California points.

Mrs. Henry Candoz and children, of Tempe, arrived Sunday afternoon.

Not knowing whether the train to Prescott would or would not be on time, several of the young folks who wanted to spend that day in Prescott, walked over there Saturday morning, and returned on the afternoon train. Those composing the party were Miss Helen McNeil, Miss Hattie Phillips, Miss Mabel McNeil, Edward Marshall and Sam Morse.

One of the events of the week was the delightful luncheon Mrs. H. I. Latham gave in honor of Mrs. Thomas

ONE-FOURTH OFF ON CLOTHING

ALL THIS WEEK

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H. Sherrard, on Saturday afternoon. The house was tastefully decorated with clematis and Pink Roses, and a pleasant time was enjoyed by all. Those invited were Mrs. Sherrard, Mrs. H. L. More, Mrs. Guy Bennett, Mrs. E. J. Bennett, and Mrs. W. A. Hancock.

Among the husbands who spent the week-end in camp were Dr. Aniel Martin, James S. Griffin, E. T. Collins, E. J. Bennett, S. J. Dozier, H. I. Latham, P. E. Schapp, Walter Bennett, Aaron Goldberg, B. M. Goldwater, and Dr. Jessop. Most of these returned to the valley Sunday evening and Monday morning, but a few were able to stay for a longer time.

There was an unusually large attendance at the Sabbath school held Sunday morning in the Pavilion.

Dr. John Dennett and family are among the most recent arrivals. They occupy the cottage which they recently bought and have made so many improvements upon.

L. W. Coggins and family, who intended to leave for Flagstaff and the Grand Canyon, in their auto, some time ago, have been forced to remain here by the rains. They expect, however to get away in a few more days.

W. B. Gough went north on business Sunday. He will be back in about a week.

Many Prescott people came over in machines and on the train, to attend the Saturday evening dance. Among those coming were Mr. and Mrs. Tom Nolan, Mrs. Will Solomon and Messrs. Dave Ling, Crawford, Callise, and Perry Ling.

Miss Mabel McNeil and Mr. H. H. McNeil returned home Sunday.

Sunday afternoon—and still the rains continue.

All that is needed for the clock Golf now is a few players, a ball, and a few golf sticks. Everything else has been done.

HEARD IN THE LOBBIES

An ordinary person's first impression of George B. Heller is always incorrect. It is as though a Roman medal should be struck from a Saint Gaudens die. The impression bears no relation to the die in one case, or to the individual in the other, for Mr. Heller looks like a Newport idler, whereas, in reality, he is an energetic raiser of cantaloupes. Many and many a melon has come out of the ground at the solicitation of his cultivation. Many a crop has been harvested by this young man, and many a crop will be harvested for his loves ranching, is devoted to it, and refuses to consider, think, or dream of any other occupation. He spent the day in Phoenix yesterday, and was discovered late in the afternoon sitting in the lobby of the Hotel Ford in the good company of several insurance men, for when not raising cantaloupes Heller moves in religious society. He responded graciously to the request for his name, his occupation, place of residence, date of birth, place of schooling, and only raised an objection when he was asked to tell the origin of his name. "When people ask me that," he said, "I often tell them to go there." This statement ended the interview.

Sitting the other day at the breakfast table in the American Kitchen, an unsophisticated patron observed to a stranger opposite "I have just been reading the telegraphic news of The Arizona Republican. Isn't the telegraph a wonderful instrument, though? Here we are in Phoenix, Arizona, reading about things that happened in Europe last night. Isn't it wonderful?" "Huh," sniffed the party opposite. "There's nothing wonderful about it. We could get news from the moon if we could get a wire up there." The person who made this astonishing remark was no other person than that paragon of telegraph wizards, G. E. Palmer, of Los Angeles, district equipment supervisor of the Western Union Telegraph company. The telegraph has lost its novelty for him. Other people say "What a wonderful instrument!" Palmer

says: "Keeping these jiggers in shape is surely one deuce of a job." The marvel of the thing vanished long ago, and the practical part of his work is all that appeals to him at this late day. He understands it thoroughly. Mr. Palmer stops at the Stag, where he occasionally frightens the porter by talking like a receiver.

When he says he lives in Arizona, he means just that. E. Carrillo claims no particular spot of the territory as his place of residence. "I live all over Arizona," he said yesterday, and from the projects he has been engaged on, as a railroad engineer, it is certain that if he does not live all over the territory, as he says, he has undoubtedly lived in every part of it. A few months ago he was busy on the Buckeye line. Now he directs the construction of the railroad from Mesa to the Chandler ranch. In a few months he will be working on some other project. He has more ports than a sailor. Mr. Carrillo is at present stopping at the Commercial, where he will remain a day or two longer before returning to Mesa. He is an employee of the Southern Pacific, and receives his instructions from the San Francisco office.

Far from being a time killer, M. L. Rosenberg, representative of the Nathan Manufacturing company of New York, which turns out all kinds and sorts of automobile supplies, is a hustler, and he gets the business. But he spends less time elsewhere than he does in Phoenix or the story would have a different moral. "I like this town," he said yesterday at the Adams Annex. "You know I used to work here, and when I left about five years ago, I couldn't take my friends with me, so I left them behind. Did it break my heart? Not on your rubber collar! But it made me feel dreadful. But now, when I come back, I stay here as long as possible, and always find time to look the old boys up for a few minutes chat. I could work the town in a single day, but I stay two or three for old time's sake." Rosenberg is a good fellow, and there is no doubt that his friends are as glad to see him as the owners of autos are to use his products.

Who is James H. Kay? An employee of the Commercial hotel. What does he do? Something which minors are not allowed to witness. Is he popular? Very. Does he wear a livery? Yes. If an apron may be called a livery. Does he work outdoors in the sunshine? No, he works indoors, and deals in it. In what? Sunshine. Ah! How long will his job last? Until the town goes dry. Ah! At last I understand you. You do? Marvelous!—Part of a conversation heard yesterday in the lobby of the Commercial between an infant prodigy and a travelling man who sells rhinoceros feathers.

BACK HAUL WIPED OUT

(Continued from Page 1.)

result in unreasonable charges or unjust discriminations. If so, the permission must be refused otherwise it must be granted.

"The commission may prescribe in any way that is definite and certain the extent to which the intermediate rate may exceed the long distance rate in cases where this is necessary to prevent unreasonable rates and unjust discriminations."

The opinions in the Spokane rate case and in the Salt Lake case were prepared by Commissioner Prouty. They affect all applications by the carriers for relief under the long and short haul provision. For the sake of conference the country between the Atlantic and the Pacific oceans is divided into five freight zones. These zones are defined with reasonable definiteness by the decisions. From zone No. 1 which includes approximately all the territory west of a mid-continental north and south line it is prescribed that rates must not be higher on west bound traffic to any intermediate point than to a more distant point. Moving eastward from zone No. 2 the rates to intermediate points may exceed those to more distant points by not over seven per cent; from zone No. 3 by not over 15 per cent and from zone No. 4 by not over 25 per cent. No opinion is expressed

as to the rates from zone No. 5, which is farthest east, because the rates from that territory are not particularly involved in these decisions inasmuch as they generally are controlled by ocean transportation to the Pacific coast.

In concluding the discussion of the Spokane case the commission report says:

"It may be asked why the schedule of rates suggested by the commission as reasonable should not be ordered. The answer is that carriers should be permitted insofar as possible to adjust their own tariffs and that it seems probable that in compliance with this order carriers must establish rates in substantial accord with those suggested by us. It should be ever borne in mind that the acute complaint in this case is the discrimination and not the unreasonable rate. Obedience to this order will doubtless result in some rates from the east which are higher and in others which are lower than those suggested by the commission since we did not then feel at liberty, as the complainants requested, to make the Spokane rate depend upon the coast rate. But it is likely that the resulting schedule will be more satisfactory to the complainants and no more burdensome upon the defendants.

If the carriers establish under this disposition of the case rates to Spokane which are excessive, a further order can be made in this proceeding reducing them to a popular basis." In an elaborate discussion of the long and short haul case, Commissioner Lane who prepared the opinions in these cases for the commission, asserts that "it must be affirmatively shown by the carriers seeking exceptions to the long and short haul provisions that an injustice will not be done to intermediate points by allowing lower rates to the more distant points."

"The intention of the amended laws," says Commissioner Lane, "is to make the prohibition of the higher rate for the shorter haul a rule of well nigh universal application from which this commission may deviate only in special cases and then only to meet transportation circumstances which are beyond the carriers' control."

It is held that "in the light of history it is not to be gainsaid that the transcontinental lines must give consideration to sea competition." It was held also however, that the carriers herein involved have not shown that undue discrimination was not effected by their rate adjustments between points in Nevada and points in California; nor have they established that the rates to the coast cities, if extended by them from eastern points outside the zone of water influence are not fully compensatory."

The transcontinental carriers, therefore are ordered to readjust their present rates by October 15 next from eastern territories to intermediate points as compared with the rates from Nevada points to the Pacific coast.

"This will make a reduction of rates to Reno and Nevada common points from the east of approximately 33 1-3 per cent."

In the course of opinion Commissioner Lane says: "We desire to be extremely conservative in this first application of new law and to require an adjustment of rates that will be safely within the zone of our discretion. For this reason we have decided that the transcontinental carriers serving in Reno and other points upon the main line of the Central Pacific shall make no higher charges upon articles carrying a commodity rate than is contemporaneously in effect from Missouri river points such as Omaha and Kansas City to coast terminal points. This principle we shall also expect to be applied on commodity rates to all main line intermediate points in Nevada and California."

"Some of the petitions under the fourth section are made by carriers reaching California terminals throughout Southern Nevada and Arizona. These applications for relief are denied insofar as they involve the imposition of higher rates upon intermediate points than are applied on commodities from the Missouri river to Los Angeles, San Francisco and other Pacific coast terminals."

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